

MASON'S

O.K. SAUCE
THE COLD MEAT SPECIALITY

Hongkong Daily Press.

(ESTABLISHED 1867)

Registered as a Newspaper at the General Post Office in the United Kingdom.

SUFFERING EYES.
with the progress of modern scientific ocular discoveries, should be at a minimum. But SUFFERING EYES will continue just the same if people will not avail themselves of those precious discoveries. We can fit you with glasses that will improve your sight and relieve you from pain.

N. LAZARUS,
Optician,
12, Queen's Road C. 71

No. 19,885. 號五廿百八千九萬一第 日八初月二拾年酉辛 HONGKONG, THURSDAY, JANUARY 2TH, 1932. 四拜禮 號五月正年一拾國民華中 PRICE, \$3 PER MONTH

INTIMATION CHAMPAGNES

	Quarts	Pints	Duty paid
Pommery & Greno	\$94	\$97	"
Veuve Clicquot	94	97	"
Bollinger	92	95	"
Piper Heidsieck	90	93	"
Geo. Goulet	90	93	"
Dalbeck	44	46	"

CALDBECK, MACGREGOR & CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75

CARTRIDGES! NEWLY ARRIVED.

A large consignment of **ELEY'S** SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG TRADING ARMS & AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade

A LING & CO.,
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FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	every 15 minutes.			
8.00	"	9.30	"	10	"
9.30	"	11.00	"	15	"
11.30	"	12.30 p.m.	"	15	"
12.30 p.m.	"	2.30	"	10	"
2.30	"	4.00	"	15	"
4.00	"	8.10	"	10	"

NIGHT CARS.

8.50 p.m.	to 9.00 p.m.	9.20 p.m.
9.30 p.m.	to 11.30 p.m.	every 30 minutes
11.45 p.m.		

SATURDAY.

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.	to 7.45 a.m.				
8.00 a.m.	to 9.30 a.m.	every 15 minutes			
9.30	"	11.00	"	10	"
11.30	"	12.00 noon	"	15	"
12.00 noon	"	4.00 p.m.	"	10	"
4.00 p.m.	"	8.10	"	15	"
8.10	"	8.30	"	10	"

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or a Cheque or Compro Order representing Bank Notes.

KOWLOON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1931, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No.
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THORNYCROFT

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SHIPBUILDERS AND ENGINEERS.

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White Evening Dress Waistcoats

A ready-to-wear smartly cut Dress Waistcoat in various washing cloths or silk Poplin. Perfect fit ensured as we stock these in every inch of chest measurement from 34 to 42, and in various lengths.

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KIRKCALDY, SCOTLAND

RICE MILLING

MACHINERY

The largest and
most widelyexperienced makers
in the world.

Agents in South China

DODWELL & CO., HONGKONG.

A MARRIAGE IN CHINA.

A CASE IN THE DIVORCE COURT.

In the Divorce Court, London on November 20th, Mrs. Annie Florence Phillips obtained a decree nisi against her husband, John William Phillips.

Mr. Victor Russell, for petitioner, said his client's maiden name was Carvery, and she married John William Phillips, a traffic superintendent on the railway on April 24th, 1905, at the Church Hall, Shanshiwan. They lived together at Chinawantao and other places in China, and there was no issue. In 1913 the husband brought a suit for nullity of marriage on the ground that the provisions of the Foreign Marriage Act, 1895, were not complied with. The suit came on for hearing on July 30th, 1914, and was adjourned for further evidence. In April, 1920, it was dismissed, with costs for want of prosecution. He submitted that, as China was a non-Christian country, the local law of China was inapplicable, and so were the provisions of Lord Hardwick's Act. British subjects in China enjoyed the rights of extra-territoriality, and, therefore, the common law of England applied. The only requisite for a common law marriage was the presence of a minister in episcopal orders. Down to 1909 respondent never suggested the marriage was not valid. He then began to pay attentions to another woman, and, upon protesting, he said their marriage was not valid. Her health broke down, and in 1916 she was ordered to Shanghai. Since then she had not lived with her husband. He joined the British Army in 1915, and made her an allowance up to January, 1920, when he was demobilised. He wrote to her on November 7th, 1911, and stated:—

"It would be better for us to be apart than together. What I have had to put up with is more than I can stand."

In another letter, he wrote:—"I have recently written for further advice on the matter, and shall take action of some kind or other on receiving the reply. I am firmly convinced our marriage was not valid, judging from the guarded replies of those with whom I have been in correspondence. I would much prefer you to divorce me than that I should be compelled to force you into an uncomfortable position. I am determined to get out of this tangle. Whatever affection I had for you in years gone by you have deliberately murdered."

Other things said, I shall refuse to support you on the ground that we are not married. Hence, look matters squarely in the face, and you will see the impossibility of ever patching things up. You are a young woman, and have your life to live, and I have mine. We have nothing in common, and the sooner we are parted by law the better for both."

Another letter stated:—"I don't want to know anything about you; either good, bad, or indifferent. All I want is to forget our misery."

She wrote protesting against the suggestion that they should live apart. On March 30th, 1920, however, he wrote for the last time to her from Chinawantao, saying:—"I cannot, and will not, live with you any more."

Petitioner said she had obtained temporary employment at the Municipal School, Shanghai. In May last, when home on leave, she identified her husband at Neath, South Wales.

Further evidence by affidavit showed that the husband had been living with another lady. The evidence of Mrs. Maggie Mungall was that the respondent lived in adultery with a Mrs. Roebuck from 1911 to 1915 at his bungalow at Chinawantao.

Sir Henry Duke said this class of case was fortunately not common. The two English parties found themselves in a remote part of China where it was impossible that the provisions of the marriage law which was local in England under Lord Hardwick's Act could be complied with. There was in the district no place of worship registered for the solemnisation of marriages. The parties therefore were entitled to resort to their common-law rights. The certificate of marriage was at present at Somerset House. The husband's original suit raising the question whether it was a legal marriage or not was a pure and frivolous suit. Adultery and desertion were clearly proved, and there would be a decree nisi with costs.

RUBBER COMPANY REPORTS.

GLENEALY PLANTATIONS.

The report of the directors of Glenealy Plantations for the year ended October 31st shows a loss of \$40,553 which, deducted from the amount brought forward from the previous year, viz., \$104,724, leaves a credit balance of \$63,770 which the directors recommend be carried forward to next year's account. The company has sold 38 tons pale crepe, Singapore standard, delivery five tons monthly, January-June, 1922, at 29 cents per lb. net. The all-in cost per lb. during the year worked out at 53.43 cents.

SINGAPORE UNITED.

Sir Ivor Phillips, K.C.B., M.P., presiding on November 22nd, at Winchester House, London E.C., at the tenth annual general meeting of the Singapore United Rubber Plantations, Ltd., said that the scheme for restricting output had prevented the company securing that reduction in the cost of production which could otherwise have been anticipated while the fall in the price of the commodity had affected them severely. The year's working had resulted in a loss of \$13,536.

The most strenuous efforts had been made to reduce the costs of production, the f.o.b. figure for the first two months of the current year being 81d. per pound, while for August they were under 71d. per pound. With regard to the sale of some of the outlying portions of their property, they had instructed their agents in the East to watch the company's interests. Turning to the financial position, if the depression continued it might be necessary to make some arrangements for increasing the capital either by way of issuing debentures or by a reorganisation of the company involving an assessment on the shares.

NETHERLANDS BANK CLAIM AT SHANGHAI.

DEFENDANT "GONE TO HONGKONG."

In H.B.M. Supreme Court, at Shanghai, last week, before His Honour, Judge Peter Grain, the case of the Netherlands Trading Society v. L. W. Luyt came up for hearing.

As defendant was not in Court enquiries were made and it was found that he had left the previous night for Hongkong, and would not return to Shanghai until January 9th.

Mr. Shoop, of the American Bar, appeared on behalf of the Asia Banking Corporation, whose Manager, Mr. Robert Buchanan, had been subpoenaed. He stated that, unless the Court considered his evidence really material they would object, raising a question of jurisdiction. Mr. Buchanan was an Englishman, and as such subject to the jurisdiction of the Court, but his employers the Asia Banking Corporation, were American, and a subpoena to the manager could not make him bring the documents of the bank into Court. Mr. Shoop asked the Court to bear in mind that this objection would not have been raised but for the fact that they believed that the subpoena was malicious. The defendant had just dropped a suit against his clients.

His Lordship: I give the costs of today's hearing to plaintiff. The witnesses who have attended Court need not attend further unless they receive another subpoena. I shall also direct the registrar not to issue subpoena for Mr. Buchanan, as the latter has not the power to produce the bank's records in this Court.

DROUGHT AND FAMINE IN HUNAN.

OVER 150 VILLAGES DESTROYED BY ROBBERS.

The following tragic description of conditions prevailing in western Hunan is given by the Western Hunan Relief Committee.

Investigation of the famine conditions in parts of western Hunan due to the continued drought of last summer, is presenting staggering problems. Some hundreds of people have already died from starvation. In the Yuenling, Luki, Chenki, Fanghuang and Guchang districts there was only one-tenth of a crop. Robber bands are operating in the rural districts.

At least 151 villages in the Chenki district have been burned by them; thousands of domestic animals stolen; also hundreds of women taken captive, and the population generally turned into fleeing refugees. Over 80,000 people are destitute in these districts and are facing starvation unless relief is given soon. Besides the totally destitute there are many thousands who are dependent on relief measures in bringing in food products for sale at low rates, as there is no available supply.

More and more soldiers are being sent into this part of Hunan from Changchun, which adds another difficulty. Owing to the fires, Luki city had over 100 families burned out, and the town of Lanki was almost totally destroyed, leaving 60 families destitute.

A large portion of the population in these districts have been subsisting on roots and wild grasses, and have dug the hill bare, and know not where to turn for food. In one large section they are eating a gruel made from mixing a pulverized stony substance found locally, with a little buckwheat or bran. The practice has many fatal results.

Careful investigation to date, show that at the very least 30,000 people of unhalved rice a month will be needed to keep the destitute multitudes in these districts from perishing. Unless funds are provided with which to begin distribution of food within one month from date hundreds must starve to death daily.

TO COPE WITH THE PROFITEER?

A NEW SCHEME IN TOKYO.

For the purpose of combatting the high cost of living, it is said a large provision company will be established shortly in Tokyo under the auspices of Baron Okura, proprietor of Okura & Co., with the support of leading citizens. The new company, says the *Nichi Nichi*, is backed by a capital of ¥10,000,000, the greater portion of which will be supplied by the Mitsubishi, Mitsuui and other companies. Under the new scheme, large stocks of beef, eggs, fish, vegetables, etc., will be brought from Siberia, the South Pacific countries, China and elsewhere. Among supporters of the new scheme are the Naval and Military Authorities and the Department of Agriculture and Commerce. And cold storage firms—*Japan Gazette*.

THE LATEST "SHELL" MERGER.

The *Manchester Guardian Commercial's* oil correspondent writes:—"Attention is called to the significant expansion of the Royal Dutch-Shell group in America by the merger of the Shell interests there with those of the Union Oil Co. of Delaware. The most important feature of this formidable amalgamation is the holding by the Union Oil Co. Delaware of 20 per cent. of the stock of the Union Oil Co. of California. So an American Journal comments: 'The oil men of America may or may not be interested in the progress of the Royal Dutch-Shell programme of expansion in the United States, but the fact is clearly evident that all oil trusts, is firmly established on American soil and is here to stay.' Nor is there any doubt that the war of competition between the Shell and Standard is getting fiercer, and may at any time blaze out again into a battle of prices, with the Standard as the champion of the high and the Shell the champion of the cut price."

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST DUE ON JANUARY 1st, 1922.

will be made on presentation of Coupon No. 19 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
RUSS-ASIATIC BANK.

BANQUE DE L'INDO-CHINE.

BANQUE REUNIE.

The Interest, less Income Tax at 6% in the 2, will be:

On £20 DEBENTURES: s. d.
Per Coupon (Gross) 12 0
Less Tax at 6% in the 2 3 7 1/2

Net amount payable 8 4 1/2

On £100 DEBENTURES: s. d.

Per Coupon (Gross) 23 0 0
Less Tax at 6% in the 2 18 0

Net amount payable 22 2 0

On £500 DEBENTURES: s. d.

Per Coupon (Gross) £15 0 0
Less Tax at 6% in the 2 4 10 0

Net amount payable £10 10 0

Payment will be made in Tels at the Demand

Barring rate of exchange of the day the Coupon is presented.

By Order.

THE KAILAN MINING ADMINISTRATION.

W. S. NATHAN, General Manager.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

NINTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-seventh day of October, 1921, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1921, at either of the following places:—

In LONDON: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C. 2.

In BRUSSELS: At the Office of the Local Board, 12, rue Brederode, Brussels.

In CHINA: At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—

78 121 123 133 223 274

70 BONDS OF £100 EACH, NUMBERED:—

403 408 421 483 496 498

507 532 548 670 689 731

738 806 817 819 826 857

883 901 905 1022 1097 1099

1137 1153 1158 1288 1245 1529

1861 1879 1881 1925 1936 2018

2039 2127 2198 2281 2292 2323

2597 2655 2658 2753 3018 3054

3063 3122 3183 3189 3222

3283 3292 3331 3357 3374 3399

3476 3480 3527 3575 3601 3602

3697 3851 3883 3889

700 BONDS OF £20 EACH, NUMBERED:—

3802 3890 4012 4063 4071 4085

4097 4191 4239 4358 4369 4582

4570 4641 4683 4796 4839 4886

4899 4916 4993 5198 5193 5239

5241 5400 5424 5453 5481 5476

5590 5591 5689 5809 5881 5888

6048 6052 6075 6109 6204 6238

6240 6251 6252 6300 6348 6350

6375 6421 6428 6437 6440 6550

6678 6825 6876 6924 6921 7034

7147 7183 7292 7276 7315 7395

7401 7434 7430 7456 7467 7512

7577 7580 7729 7780 7784 7884

7875 7934 7935 8065 8148 8160

8172 8338 8369 8499 8599 8715

8725 8743 8864 8871 8973 9039

9113 9144 9228 9296 9327 9404

9438 9481 9499 9514 9597 9647

9674 9679 9728 9793 9807 9818

10009 10114 10124 10179 10191 10233

10246 10352 10454 10491 10582 10611

10617 10635 10658 10705 10787 10801

10832 11047 11163 11187 11234 11241

11278 11273 11293 11318 11319 11321

11395 11379 11754 11818 11867 11909

11952 13013 13020 13035 13111 13170

13238 13271 13430 13521 13657 13756

13769 13798 13815 13838 13843 13927

13941 13963 13978 13990 13993 13974

13171 13255 13296 13398 13823 13644

13894 13708 13928 13967 13994 14000

14037 14130 14183 14227 14237 14258

14320 14329 14359 14368 14373 14385

14448 14479 14529 14583 14608 14693

14689 14751 14787 14788 14835 15047

15087 15111 15172 15206 15340 15372

15392 15423 15483 15531 15583 15624

15778 15793 15878 15898 15963 15950

15980 16022 16043 16059 16143 16150

16194 16185 16200 16210 16227 16324

16359 16423 16434 16448 16453 16510

16582 16636 16738 16806 16814 16819

16829 16863 17044 17108 17148 17180

17199 17232 17410 17412 17439 17480

17497 17547 17550 17563 17565 17566

17559 17576 17630 17647 17659 17684

17778 17784 17790 17797 17806 17838

17890 17871 17887 18025 18162 18202

18271 18275 18320 18306 18340 18381

18323 18369 19038 19045 19051 19057

19054 19103 19124 19156 19225 19234

19274 19429 19482 19551 19645 19692

19678 19789 19840 19895 19917 19920

19903 20053 20068 20121 20200 20217

20222 20363 20426 20473 20523 20741

20825 20923 20960 21110 21113 21142

21163	21309	21303	21329	21411	21412
21432	21441	21463	21505	21581	21582
21746	21781	21812	21823	21916	22027
22242	22400	22412	22441	22492	22502
22511	22505	22700	22831	22838	22859
22907	23004	23006	23066	23119	23173
23299	23370	23397	23409	23571	23647
23804	23785	23800	23800	23834	23834
23857	23887	23889	24075	24150	24183
24100	24207	24207	24291	24398	24439
24550	24594	24603	24659	24724	24713
24738	24745	24776	24823	24870	24959
24973	24987	24989	25075	25075	25083
25137	25148	25293	25320	25352	25352
25388	25400	25408	25497	25441	25532
25568	25594	25620	25620	25625	25694
26011	26121	26156	26232	26234	26337
26349	26448	26496	26519	26533	26573
26896	26935	26991	26997	27020	27098
27143	27398	27773	27411	27423	27435
27815	27899	27758	27758	27839	27859
27931	27914	27928	28007	28066	28153
28252	28244	28263	28293	28323	28328
28354	28468	28580	28533	28560	28575
28698	28698	28698	28798	28811	28870
28873	28874	28887	28975	29023	29170
29035	29113	29158	29173	29258	29355
29330	29416	29521	29676	29682	29696
29734	29806	29824	29855	29922	29936
30047	30130	30206	30233	30301	30359
30403	30438	30493	30529	30639	30573
30693	30632	30746	30773	30778	30918
30953	31016	31064	31189	31184	31215
31294	31343	31336	31347	31330	31379
31799	31846	31856	31890	31964	32007
32150	32217	32319	32531	32520	32585
32409	32450	32594	32631	32607	32634
32645	32731	32817	32847	32933	32934
32977	33097	33093	33165	33227	33345
33410	33416	33463	33430	33447	33478
33489	33493	33498	33535	33539	33599
33586	33740	33773	33784	33758	33820
33814	33937	33903	33956	33968	34098
34110	34122	34149	34152	34204	34213
34228	34319	34323	34354	34374	34759
34547	34918	34926	34937	34981	35026
35033	35108	35204	35421	35438	35571
35623	35693	35736	35869	35891	35894
35893	35955	36073	36002	36030	36067
36061	36156	36173	39197	36946	36946
36394	36468	36574	36562	36902	36903
36609	36893	36870	36966	36793	36834
36886	36988	36720	37056	37035	37129
37153	37167	37238	37266	37292	37292
37361	37564	37571	37675	37713	37714
37740	37791	37792	37837	37948	37948
38191	38205	38201	38319	38355	38380
38370	38429	38431	38625	38326	38563
38577	38634	38717	38783	38793	38824
38875	38887	38891	39013	39033	39139
39149	39189	39195	39292		

THE EXCHANGE MARKET IN 1921.

Powell

W. M. L. M.

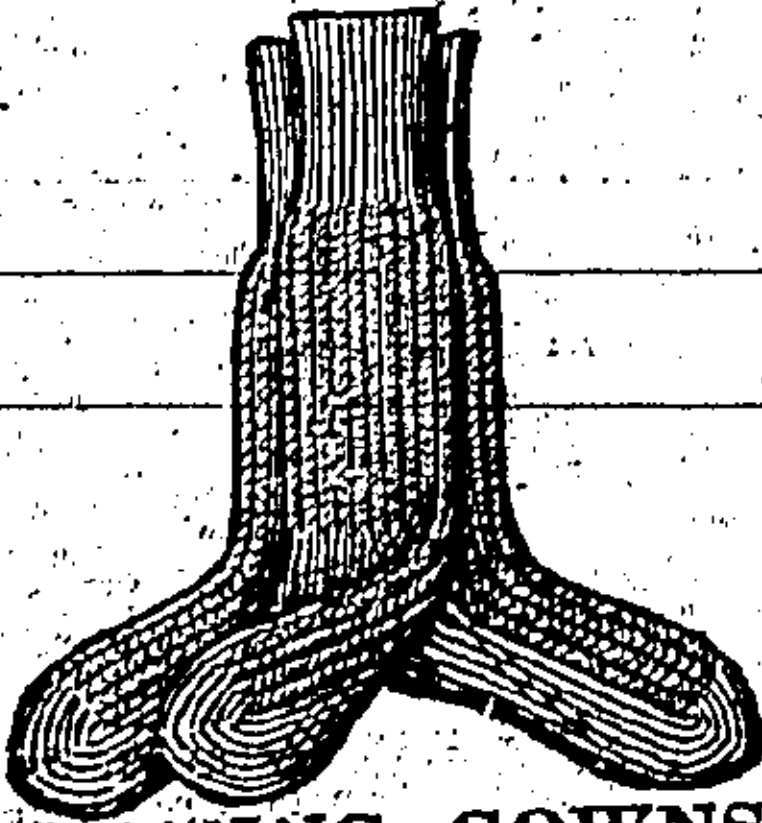
TELEPHONE 3148.

WOOL

UNDERWEAR and HOSIER

SOCKS

Smart new
designs and plain
colors in
CASHMERE and
WORSTED.



UNDERWEAR

All weights
sizes in LL
and CASHMERE
in
DRAWERS
VESTS

DRESSING GOWNS.

TRAVELLING RUGS, SWEATERS, SCARVES, (GLOVES)

AGENTS FOR

"JAEGER" AND "THETA" SPECIALITIES.

NEW ADVERTISEMENTS

ST. GEORGE'S BALL 1922.
TO BE HELD IN THE CITY HALL
ON 8th JANUARY AT 9.30 P.M.

FOR the convenience of guests it is announced that the refreshments for the Ball in ST. GEORGE'S HALL will be shown by Red Lights; in ST. ANDREW'S HALL by Blue Lights, and in the MUSIC ROOM by Green Lights.

Supper will be served in three separate sittings after the Eighth, Twelfth and Sixteenth Dances.

The following is the Programme—

- Extra—One Step *On a La Wae Wae*
1.—Dancers *Compassionate*
2.—One Step *Marjorie*
3.—Fox Trot *Moonlight*
4.—Fox Trot *Humming*
5.—Waltz *Alice Blue Gown*
6.—Fox Trot *Feather Your Nest*
7.—Lancers *Mikado*
8.—One Step *She's A Hole in Her Stocking*
First Supper
9.—Fox Trot *Whispering*
10.—Fox Trot *The Love Nest*
11.—One Step *Scenes*
12.—Waltz *On Miami Shore*
Second Supper
13.—Fox Trot *In Secret September*
14.—One Step *Timbuctoo*
15.—Fox Trot *Aunt We Got Fun*
16.—Fox Trot *Somebody's Sweetheart*
Third Supper
17.—One Step *My Time He Kissed Her*
18.—Waltz *Isle of Golden Dreams*
19.—Fox Trot *My Keep on Loving You*
20.—One Step *Free Girl My Captain Now*
Fourth Supper
21.—Fox Trot *Joe Mc*
22.—One Step *One Owl, Marie*
The Bands of H.M.S. *Franklin* and the *Red*
Wiltshire Regiment will provide the music.
Late Peak Trams and Ferries—
12.30 a.m. 1 a.m. 1.30 a.m.
2 a.m. 2.30 a.m.

[164]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of January, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at junction of Kanai Street and Canton Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	100	100	100

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of January, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Mount Kaituma Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	100	100	100

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of January, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Shamshing, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
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	feet.	feet.	feet.	feet.
	As per	sale	plan.	
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CABLES.

LATEST CABLES.
[THROUGH ROUTE'S AGENCY.]WASHINGTON CONFERENCE.
FRANCE ACCEPTS SUBMARINE PROPOSAL.

LONDON, January 4th.

The most important news from Washington is that France has accepted in principle the proposal to prohibit the use of submarines against merchantmen, reserving final approval pending discussion of the precise language. The Italians and Japanese have not received final instructions, but there are indications that they will not interpose a serious objection if France approves.

THE FRENCH RESERVATION.

The exact nature of the French reservation in the acceptance of the proposal to prohibit the use of submarines against merchantmen has not been revealed, but it is thought that it may be concerned with a clear definition of the conduct expected from merchantmen in view of their immunity from attack.

It is understood that the tariff sub-committee has reached a virtual decision with regard to the readjustment of China's schedule.

LATER.

SUBMARINES IN WAR.

M. Sarraut stated that France accepted in principle not only the Root resolution prohibiting the use of submarines against merchantmen but also Mr. Balfour's amendment binding the five signatory Powers to abstain from such use of submarines in the event of war among themselves. The French delegates also accepted an additional Root declaration that any submarine commander violating this law will be liable to punishment for piracy.

A GREAT STIR.

Meanwhile the undeniable publication of the alleged Franco-Japanese correspondence has made a great stir, particularly in the American press. Nevertheless it is declared that the Conference itself does not take the matter seriously and the exchange of letters between M. Sarraut and M. Hughes concerning the matter should help to clear the air.

LATER.

DOCUMENTS "NOT AUTHENTIC."

To M. Sarraut's letter declaring the documents forgeries Mr. Hughes replied accepting the statement that the documents were "not authentic," adding, "I am gratified to learn that the French Government formally denies that it has come to any agreement or carried on any negotiations concerning the status of Siberia."

CHITA DELEGATES' RANCOUR.

All the Chita delegates' rancour is against Japan who, they assert, will remain in possession of Siberia unless forced to withdraw. The Japanese repeat their readiness to evacuate when they obtain guarantees safeguarding the lives and property of Japanese. It is thought that one result of the affair will be the strengthening of the wording of Mr. Hughes's resolution pledging the Powers to respect Russia's territorial integrity.

THE NINE-POWER TREATY.

Work in committee on details of the nine-power treaty affecting China is practically finished. It is stated that the treaty will follow the lines of the Root resolution.

CHITA DELEGATION PRODUCES ANOTHER DOCUMENT.

WASHINGTON, January 4th.

The Chita delegation has published the text of an alleged treaty between the Japanese army in Siberia and Russian officers connected with Semenov under which the Japanese agreed to support with arms and money an offensive against the Far Eastern Republic. One clause states that when stable government is established Japanese subjects shall have preferential rights in Siberia for hunting, fishing, forestry and mining concessions.

(Continued on foot of next column.)

LATEST CABLES.

THE PRINCE'S TOUR.
A WONDERFUL RECEPTION AT RANGOON.

RANGOON, January 4th.

At a dinner at the Pegu Club on Tuesday, the Prince of Wales declared that he had had no warmer reception than at Rangoon during his three tours.

The warm-hearted Burmese have responded amazingly to the charm of the Prince's personality.

On Wednesday, the Prince attended the races. The day was a public holiday and a hundred thousand people were on the field. The Prince saw fine racing by the famous Burma ponies and presented his own cup to the winner of the principal event. In the evening he left for Mandalay.

OUTLOOK FOR BRITISH TRADE.

LORD NORTHCLIFFE ON OPPORTUNITIES IN THE FAR EAST.

COLONBO, January 4th.

Lord Northcliffe in a statement said he considered the outlook for British trade in the Far East good, but German competition was very keen. In addition there was great American and French activity. He considers that opportunities in Siam have been overlooked. China is the greatest market. The Chinese are firm believers in English wares and are favourably disposed towards the English owing to the abrogation of the Anglo-Japanese Treaty.

SOVIET AND PEKING.

FORMER TO PROPOSE A MILITARY ALLIANCE.

LONDON, January 4th.

It is reported from Riga that the Soviet Government has sent an envoy extraordinary to Peking to propose a military alliance.

EGYPTIAN UNREST.

SITUATION CALM AND BOYCOTT LIMITED.

CAIRO, January 4th.

The situation is calm. An attempt in the native quarters to boycott British firms has apparently been confined hitherto to the withdrawal of certain deposits from British banks. The Zaglulist organ, *Afinbar*, has been indefinitely suspended.

EARLIER CABLES.

PROGRESS MADE WITH NAVAL TREATY.

WASHINGTON, January 3rd.

The naval experts have progressed in the direction of securing agreement on the question of replacements and scrapping of capital ships.

The legal experts are busy drafting the naval treaty.

FINANCIAL RESOLUTION AGAINST FRANCE?

WASHINGTON, January 3rd.

In the House of Representatives, Mr. Reavis (Republican) introduced a resolution instructing the Government to demand repayment of the Allied debts because the proceedings at the Washington Conference disclosed a determination by certain debtor nations to incur large expenditure upon increased naval armaments. The resolution is believed to be directed against France.

CHINESE DELEGATES SEEK MEDIATION.

WASHINGTON, January 3rd.

It is learned that the Chinese delegation has asked Mr. Balfour and Mr. Hughes to mediate in the Shantung deadlock.

ALLEGED FRANCO-JAPANESE SIBERIAN REVELATION.

LONDON, January 3rd.

Notwithstanding the Franco-Japanese description of the documents published by representatives of the Far Eastern Republic as malicious fabrications, the uncomfortable impression has not been dispelled pending clinching evidence. The Americans are particularly indignant at passages in the alleged arrangements about American designs in Siberia and Russia, while the French are most annoyed at the growing distrust of their policy, which is finding an outlet in plain speaking and biting cartoons in the American newspapers. It is even surmised that they may take advantage of the newly-fed atmosphere of suspicion to pack up and leave Washington.

A FRENCH DENIAL.

PARIS, January 3rd.

The Foreign Ministry formally denies the allegations in regard to the pretended Franco-Japanese agreement for a common policy in Siberia.

M. Sarraut writing to Mr. Hughes, declared that no agreement had been concluded. The documents published were all forgeries. He points out that these false rumours merely tend to create suspicion between the Great Powers assembled at Washington.

LATEST CABLES.

INDIAN UNREST.
SENSIBLE LETTER BY NON-PARTY LEADERS.

BOMBAY, January 4th.

The pundit Malaviya, Jinnah, and other non-party leaders have sent a letter to representatives of all shades of political opinion saying that it behoves the Government and people to make the utmost effort to prevent a resort to civil disobedience until the resources of reason and statesmanship are exhausted. They describe the Government's adoption of a policy of repression as a great obstacle to settlement which can only aggravate unrest. They invite all parties to call a conference to find a solution.

ARRESTED FOR MAKING VIOLENT SPEECHES.

ALLAHABAD, January 4th.

Four persons, including a son and a nephew of the pundit Malaviya, have been arrested and charged with making violent speeches.

APPEAL FOR CHRISTIAN UNITY.
THE ARCHBISHOP OF CANTERBURY GRATIFIED.

LONDON, January 4th.

In a message to the diocese the Archbishop of Canterbury states that he regards the reception given to the Lambeth Conference appeal for Christian unity as "unreservedly encouraging and ample evidence of growing interest both in West and East."

NEW U.S. AMBASSADOR TO BELGIUM.

WASHINGTON, January 4th.

Mr. Henry P. Fletcher, formerly chargé d'affaires at Peking, has been appointed Ambassador to Belgium, succeeding Mr. Brand Whitlock.

SHIP FREIGHTS.

IMPORTANT CHANGE TO OPERATE NEXT MONTH.

LONDON, January 4th.

An important change in the conditions regulating ship freights laid down in the Hague rules 1921 introduced into bills of lading of liners is expected to operate next month. Shipowners under it will accept "carriers' risks." The arrangement does not apply to bills of lading issued in the United States where the Harter Act operates.

SOUTH AFRICAN MINERS.

STRIKE COMMITTEE DECIDES TO WITHDRAW PUMPHS.

JOHANNESBURG, January 4th.

The strike committee has decided to withdraw pumphs and others engaged in essential services in coal mines, alleging that the condition that there would be no attempt to run the mines by native labour has been contravened.

EARLIER CABLES.

EUROPEAN MINERS CEASE WORK. PENDING RAILLOT.

JOHANNESBURG, January 3rd.

Only the staffs and natives are working the coalmines pending the result of the strike ballot.

THE MOUNTAINS RANGES OF CHINA.

GEOLOGICAL EXPEDITION ARRANGED.

LONDON, January 3rd.

Professor John Walter Gregory, accompanied by his son, who will be his sole European companion, is to start on a scientific expedition to China in March. He will examine the mountain ranges in Yunnan and Western Szechuan in order to determine their relation to the Himalayas and the mountain system of South Eastern Asia. The explorers will only carry sporting rifles, depending on their Chinese escort for protection.

The Professor intends presenting the geological collections of the expedition to Glasgow University—the zoological and botanical to London Natural History Museum, and some specimens to the Indian Museum, Calcutta.

Prof. J. W. Gregory, F.R.S., D.Sc., M.I.M.M., born 1864, has been engaged upon exploration work in many lands, including Cyrenaica, Lake Eyre, the Rockies, and Spitzbergen (Sir Martin Conway's expedition). He has been associated with many leading scientific institutions, and in 1904 was appointed Professor of Geology at Glasgow University. He has one son and one daughter.

GERMAN PROPAGANDA.

LORD NORTHCLIFFE ON FAR EASTERN NEWSPAPERS.

LONDON, January 3rd.

Interviewed at Colombo, Lord Northcliffe emphasized that Germany was expending an immense amount of money upon propaganda in the Far East by a Berlin wireless system, subsidized newspapers, and the film.

The wireless service consisted largely of misleading statements and actual lies in reference to Egypt, India, the Washington Conference, Ireland, Japan, China, responsibility for the great war, and the gloomy condition of British trade.

He believed that the same minds were promoting the present mischief as actualized the notorious wireless dispatches during the war. Lord Northcliffe said that he regarded this propaganda as being as dangerous to-day as it was during the war, in view of the uncertainties existing in the Far East. He considered that a great effort should be made to support British-owned newspapers in the Far East by British advertisers.

AMERICAN BANK MERGER.

DISASTER AVERTED.

CHICAGO, January 3rd.

The Continental and Commercial National Bank and the Continental Commercial Trust Savings Bank have taken over the Fort Dearborn National Bank and the Fort Dearborn Trust Savings Bank and guaranteed all deposits, which on September 30th amounted to \$60,000,000.

The Chicago Clearing-House Commission examined the affairs of the Fort Dearborn Banks and found that the assets had been impaired by bad loans and investments. Banking circles are of the opinion that the merger has averted the most serious financial crisis that has threatened Chicago for a decade. As the result of the merger, the Continental and Commercial National Bank interests have now combined assets of nearly \$925,000,000—the second largest in the United States.

WILL DAIL EIREANN ACCEPT CORK STRONG FOR THE TREATY.

LONDON, January 3rd.

Dail Eireann reassembled this morning. Over a hundred resolutions from public bodies in favour of ratification had been lodged.

Mr. O'Connor, Minister of Agriculture, opposed the treaty and declared that it was a step backwards.

Mr. Pierce and Mr. Bessley supported the treaty as the only alternative to chaos.

Countess Markievicz severely opposed the treaty and declared that the Irish plenipotentiaries had been tricked.

Mr. J. J. Walsh of Cork declared that 90 per cent of the people of Cork were in favour of the treaty.

RUBBER EXPERIMENTS.

LONDON, January 3rd.

The Times scientific correspondent states that highly promising experiments have been made with rubber expanded by gas into a highly cellular form as an insulator in cold storage.

The Times points out that if anticipations concerning this are realised, a welcome stimulus may be given to the movement for an increase in the consumption of rubber.

MYSTERIOUS MURDER.

DUTCH LAWYER SHOT DEAD IN A TRAIN.

ROTTERDAM, January 3rd.

A young Amsterdam lawyer, Dr. Wyman, was mysteriously murdered on New Year's eve in a train between Amsterdam and The Hague, whither he was going to spend the new year with his parents. A lady and a man entered the first-class carriage in which Dr. Wyman was travelling. The guard at The Hague found Dr. Wyman shot dead and apparently robbed of a portfolio.

NEW ARGENTINE OILFIELD.
ANGLO-PERSIAN COMPANY'S DISCOVERY.

The Anglo-Persian Oil Co. has been informed that oil has been struck at a depth of two thousand feet at a new oil-field at Bivardaria, in the Argentine, which is yielding four hundred gallons daily. Seven other wells are being drilled in the same section.

BANKERS' CLEARING-HOUSE STATISTICS.

LAST YEAR'S BIG FIGURES.

LONDON, January 3rd.

The Bankers' Clearing-House annual statement shows that the total paid in and cleared during the year was £24,930,000,000, a decrease of 24,083,000,000 compared with 1920, the record year, but it exceeds the total of any year prior to 1920.

NORTH SEA GALE.

GERMAN STEAMER CAPSIZES.

LONDON, January 3rd.

Seven were drowned and five are missing through the capsizing of the German steamer *Fehmarn* in a gale in the North Sea.

A Japanese and a Russian, to whom General Semenov owes £1,200,000, have instituted a suit in Japan against General Podkiguine, Military Attaché of the Russian Embassy in Tokyo, for the recovery of £1,400,000, which is said to have been entrusted to him by General Semenov. General Semenov would not pay the £1,200,000 but gave to the plaintiffs, it is said, his power-of-attorney to recover it from the £1,400,000 entrusted to General Podkiguine as military funds.

INCREASING USE OF PANAMA CANAL.

11,600,000 TONS OF CARGO IN ONE YEAR.

WASHINGTON, November 27th.

Ships of four nations carried 99 per cent of the approximately 11,600,000 tons of cargo which moved through the Panama Canal during fiscal year ended June 30th, 1921.

American vessels led all others with a total of 5,783,000 tons, establishing a new record by increasing the total tonnage of the previous year by 615,888.

British ships were second and surpassed even the high mark of 1917, their last banner year. They reached a total of 3,738,350 tons.

Japan and Norway took third and fourth places with 759,800 and 637,880 tons respectively. Norway dropped below its figures for 1918 but Japan soared to new heights, exceeding her last high mark by 33,979 tons.

THE STRESS OF COMPETITION.

This unparalleled increase in commerce moved through the waterway by the four nations is attributed by Governor J. J. Morrow, of the Panama Canal, in his annual report made public to-day, to competition so keenly developed that it requires use of the quickest routes.

"Almost one-third of the total tonnage handled," the reports says, "was so strongly competitive that prompt and complete service may have been the determining factor in the choice of the Panama route. In many of the trades served by the Panama Canal, the saving of distance, and hence of time, by the use of the canal is so great that shipping could hardly afford to use any other route."

Of the nations which shared in moving the remaining 11 per cent of tonnage, the most important were Denmark, Holland, Spain, Sweden, France and Peru, in the order named.

The most important trade route served by the canal, the report adds, "was that between the east coast of the United States and the west coast of South America. Others of the principal routes were those from the east coast of the United States to the Far East and between the west coast of America and Europe."

REVENUE INCREASING.

Governor Morrow points to the double value of the canal to the United States. In addition to the quick service it gives American ships from coast to coast and in the world trade routes, there is, he said, a constantly increasing revenue which comes to the nation from tolls collected.

"In terms of money the Panama Canal," the report asserts, "had gross revenues of more than \$37,000,000, increased investment additions, stock, etc., of \$3,000,000 and gross operating expenses of \$34,500,000." The excess of revenues in the last fiscal year, the report shows, was \$2,750,000 more than operating expenses without allowing for interest on the capital cost of the waterway.

The Panama Railroad Company, according to the report, had a gross revenue of approximately \$32,000,000, an increase in investments in capital additions of \$1,500,000, while the gross operating expenses were \$23,000,000 on June 30th last. Gross revenues of the Panama Railroad Steamship Line, at the same time, were \$5,156,448 while operating expenses for the fiscal year totalled \$5,387,257.

HIGHER TOLLS IN VIEW.

Legislation to increase the revenue collected from tolls is asked by the Governor who points out that the present system is to assess tolls on the basis of \$1.20 a net ton according to Panama Canal measurement, "unless this would result in a rate of more than \$1.25 a net ton according to United States rules of measurement."

"Under this dual system tolls collected amounted to \$11,279,889, which is \$1,837,023 less than would have been collected if Panama Canal rules only were used," he adds. "Speedy enactment of a law establishing the single standard is urged."

POSITION OF SINGAPORE.

DANGER OF OFFICIAL RESTRICTIONS.

The Singapore correspondent of a London firm of exporters, writing on October 17th, reported some evidence of an inclination on the part of buyers to make inquiries, but added that the import market was "as slow as ever."

Dealing with the position of Singapore itself, he remarks:—

"The salvation of the position lies in the fact that nobody can alter the geographical situation of Singapore, and unless Government get on to some sort of wild-cat scheme for raising taxation in order to bolster up the rubber industry and frighten away our entrepot trade, the country will be in no worse state than it was in 1902. We are not quite so sure that they will not endanger the value of the island as the chief distributing agency in the East, as with all the threats to impose restrictions on the free movement of commodities they are asking for competition, and we already hear that there is a scheme on foot to put up docks on the Dutch islands opposite to have a cut at our entrepot trade."

The building of the docks and coal station at Sabang, North Sumatra, was the outcome of shortsighted policy. The continual threats to stop the re-export of rice from Singapore have had for result direct sailings from Siam to the Netherlands Indies, so a lot of that transshipment trade is gone. However, we think that we are getting down to about rock bottom and that, with improved methods and less interference from outside, our trade will recover a bit.

P. & O. REPORT.

The report of the P. & O. Steam Navigation Co. to September 30th states that after providing for depreciation, the credit balance, including \$711,930 brought in, is £263,403. The directors recommend dividends of 5 per cent on Preferred stock and 19 per cent, tax free, on Deferred stock, leaving £100,805 forward. The insurance fund is increased by £300,000, bringing it to £3,000,000. First and second debentures totalling £240 and £7,480 respectively, have been cancelled.

Fleet.—Of the five ships, B class, building by Messrs. Harland and Wolff for the Australian business, one has been delivered, another launched over a year ago, has been delayed by the joiners' strike, and another was launched last month. Work is proceeding on the four large mail and passenger steamers, Moldavia, Mongolia, Maloja, and Mooltan. The Moldavia and Mongolia are launched, and will probably be completed by April or May and the directors hope to get delivery of Maloja and Mooltan towards the end of next year. During the war the company lost by enemy action the following mail steamers:—India, Persia, Maloja, Arabia, Medina, Mongolia, Salsette, Mooltan, Moldavia and Marmora, and in addition Simla, Namur, Candia, Pera, Peshawar and Ballarat. The building of vessels to replace the mail ships has been greatly delayed owing to strikes. Mail ships had to undergo heavy reconditioning by the Government after war service, and it is only lately that the last of these, the Egypt and Macedonia, have been returned to the company. The loss and delay handicapped the company in carrying on the Eastern, Far Eastern, and Australian mail services, and it has been necessary on occasion to utilize the intermediate class of steamer to carry the mails. But the weekly services to and from India and the fortnightly service to and from China have been maintained, and a four-weekly service alternating with the Orient four-weekly service to and from Australia has been in operation for some time, thus giving a fortnightly service. When the company gets delivery of the large mail steamer at present under construction the situation will be materially improved.

Trade.—During the first six months the steamers were able to do something more than cover expenses, but for the last six months this has not been the case. Recent voyages have resulted in serious losses, and owing to this the directors regret they cannot recommend a bonus. When wages, cost of stores and coal and operating generally come down to something like normal figures and trade revives, it is hoped that there may again be a fair margin of profit. An opportunity was availed of to acquire the freehold of 20, Great St. Helen's, which is at the back of and adjoining the Leadenhall Street office.

Returns issued by the Census Bureau in Tokyo indicate that the population of Japan, excluding Formosa and other overseas territories, totals 56,000,000. The foreign residents number 30,000, of which the Chinese head the list with 23,000, followed by the British with 2,800.

Premises have been acquired at No. 4, Water Street Yokohama (formerly used as offices by the Pacific Mail Company and later by the T.K.K.) as a Club for foreign seamen, the work to be carried on by Dr. Y. E. Yarnell, as representing the Y.M.C.A., in conjunction with a local Committee of business-men.

Mr. Reginald John Farrer, of Inglesborough, Clapham, Yorks., and late of Peking, author of several books and plays, who had undertaken several expeditions for botanical collections, and who died in Upper Burma on October 16th, 1920, left estate of the gross value of £1,278, with net personally £1,235.

Reuter's Peking correspondent reports that the following consular changes have been announced by the American Legation:—Mr. E. S. Prick from Canton to Foochow, Mr. Thomas M. Wilson from Amoy to Madras (temporarily), Mr. Leighston Hope from Amoy to Swatow, Mr. G. Hanson from Foochow to Harbin, Mr. Myrl E. Myers from Swatow to Yunnanfu, and Mr. Douglas Jenkins from Harbin to Washington.

A new step in Chinese communications was introduced last week when the first bus of the Shanghai-Tientsin Motor Service Co., Ltd., started on its first journey from New Kung-ho Road, Chapei, to an intermediate station called Tazang, 19 1/4 (six miles) from Shanghai. These trips were, more or less, trials for the new service which will later extend to a suburb of Tientsin called Liwu, a distance of about 72 1/2 (24 miles) from Shanghai.

All the Legation Guards sent parties to the railway station on December 19th on the occasion of the departure of a Company of the Wilts. The American Marines Band was also in attendance, and a very hearty send-off was given to this popular Company by a large and distinguished gathering representing many nationalities. As the train moved away the band played. Auld Lang Syne. It was very evident, says Reuter, to even the most casual onlooker that the best wishes of all classes in Peking followed the Wilts.

Vice-Admiral Okada, Chief of the Japanese Naval Equipment Department says: Assuming that Japan will be allowed to continue her auxiliary naval programme which includes ten light cruisers and twenty-four destroyers either being built or projected, while abandoning the construction of four battleships and four battle cruisers on which the Government is at present engaged the problem will be that of allocating among the yards the skilled labour which it is essential to preserve. The suspension of capital ships is likely to affect 97,000 workmen, but he believes that no discharges are probable during 1922.

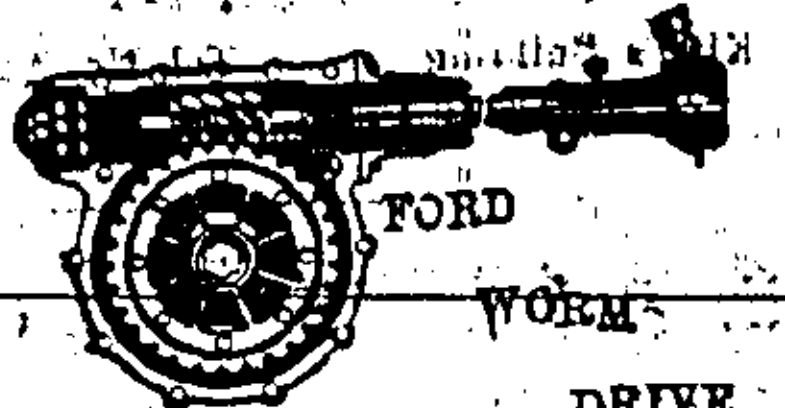
"A BEGGAR IN PURPLE"
A MOTHER-LOVE PLAY
ACTIONFUL and ROMANTIC
AN EDGAR LEWIS PRODUCTION

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THE UNIVERSAL CAR

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NEW WHITE OAK 8-HOOP-BARRELS IN-SHOCKS.

Complete with hoops, rivets, glue, bungs, and nails.

Ex. Shanghai Stock.

Sacrifice prices.

DE-NO-FA (China)
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**REPARATIONS PROBLEM.
NEW SCHEME OF PAYMENT.**

Mr. W. T. Layton, C.B., who was one of the financial experts at the Brussels Conference of the League of Nations, on November 22nd delivered an address on European finance at a dinner of the Political and Economic Circle of the National Liberal Club. The subject dealt largely with German reparations, and Mr. Layton expressed the view that Germany would not be able to pay the amount that had been fixed upon.

The big disturbing factor of the exchange, he said, was reparations, although the Reparation Commission had helped the situation to a remarkable extent by fixing the debt due from Germany to the Allies on a basis that was a reasonable interpretation of the Treaty. Still, the payments would mean 10 per cent of the national income of Germany, and combined with what she required for her own purposes, something like 33 1/3 per cent of Germany's national income would have to be redistributed. That was a colossal task for any Government. In addition, as so large a sum had to be paid abroad, it must be paid out of exports. In that event what was to happen to British industry? He did not suggest that it was harmful to receive reparations, but if Germany was to be stimulated into increasing her exports on such a scale, then competing industries in other countries would find it difficult to adjust themselves to some other function. The result would be an increase in protectionist tendencies. It was evident that Germany could pay the next reparations instalment provided: (1) That the German industrialists who had been holding property abroad were prepared to use that money for the purpose; or (2) if the German Government would persuade foreign bankers to lend the money. The first was the proper solution, but it could not be done for long, because the fund would soon go dry.

Were the German industrialists, asked the speaker, going to come to the help of the Government? That depended on their answer to another question: Was it possible for a Government in a State like Germany to go bankrupt and yet for industry to carry on? A great many people thought that it was possible. If the German industrialists were satisfied that it was possible for economic conditions to carry on fairly normally, and for the Government to go bankrupt they were not going to come into a scheme to help Germany. If the German industrialists thought it was in their interest to help the Government there were possibilities of getting a scheme of reparations which was not hopelessly impossible, and a particular scheme had been under consideration by many manufacturing groups in this country. The scheme was broadly that the German industrialists should transfer a mortgage on their concerns to industrial groups in Allied countries. One advantage of that was that it would enable those groups to act in common, and to control the form of exports; and, secondly, it was effected on German industry in the form of dividends which was easier to collect than for the Government to impose taxation. That would not cover the whole of the reparations, and he did not see how the whole could be covered, but it might be possible to persuade France for ready money to go into a scheme which might involve some reduction of her share, and a very substantial reduction of Great Britain's share. If they could succeed in getting some scheme which would prevent the monetary disturbance that resulted when reparations were paid it would be worth this country's while to try reaching some about her share of reparations at all. The question whether France would agree was a difficult one, but as an inducement we might well cancel all war debts.

**UNIVERSAL SERVICE IN AUSTRALIA.
PLANS FOR HOME DEFENCE.**

Brigadier-General J. M. Gordon read a paper on "The Universal Service System in Australia and New Zealand, and its Application to Home Defence" at a meeting of the Royal Colonial Institute on November 15, at the Hotel Victoria. Lieutenant-General Sir Noel Birch presided.

Brigadier-General Gordon said that the Australian system of universal training was based entirely on a scheme prepared by himself when Commandant of the South Australian forces in 1905, and submitted by him to the Minister of Defence 10 years later, after his appointment to the military command of New South Wales. The system comprised a general uniform system of mental and physical culture, and the scientific training necessary to develop a disciplined mind, in all schools, under the direct supervision of the Education Department; the teaching of schoolboys to shoot, under expert supervision; the establishment of public gymnasia for lads up to 18 years of age, who had left school; universal partial training in the Territorial Force and the special encouragement of all mainly sports, without interference with menial occupations, up to 25 years; and, finally, the formation of rifle clubs for all citizens between the ages of 25 and 60 years throughout the Commonwealth, with the fullest facilities for rifle shooting.

The introduction of the Australian system in Great Britain would within three years bring the personnel of our Home Defence Forces up to the necessary strength. The keenness of our boys now to be cadets was shown by the increase in the strength of the cadets from 40,000 in 1916 to 128,000 to-day. The cost of the Territorial Army under the proposed system would be less per capita than under the present one. He suggested that the Prime Minister might appoint a small committee, consisting, say, of the First Lord of the Admiralty, the Secretary of State for War, the Adjutant-General, and their chairman, the Director-General of the Territorial Forces, to report to the Government on the advisability or otherwise of bringing the system before Parliament.

CUTICURA HEALS SKIN TROUBLE

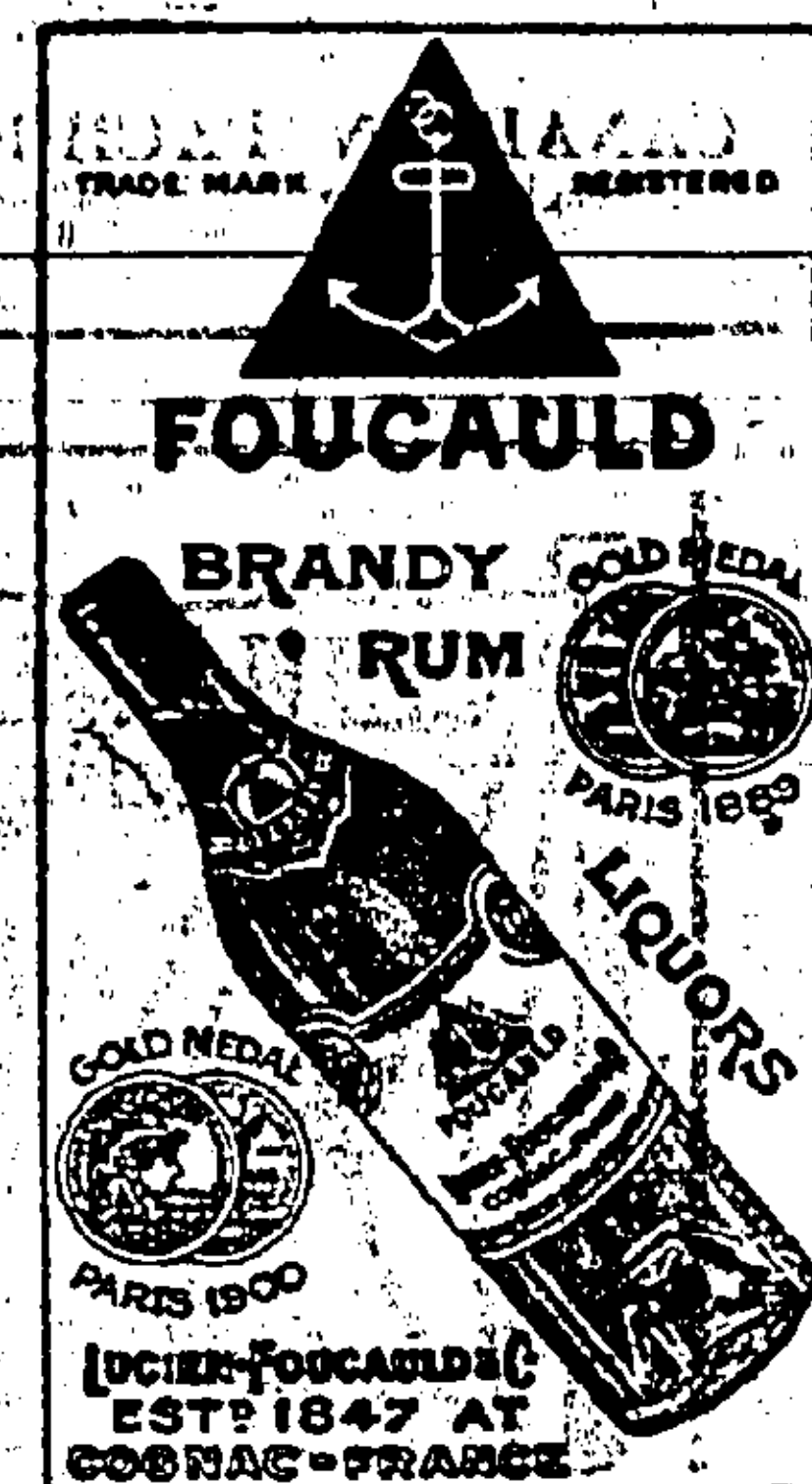
In Red Blotches On Baby, Was Continually Scratching. A Lost Rest.

"My baby began to be restless at night, and was continually scratching. Finally he broke out with red blotches that later turned out to be of a wet nature. The poor child could not sleep."

"I decided to send for a free sample of Cuticura Soap and Ointment. The first night he got relief, and slept all night. Then I purchased more, and I only used two boxes of Cuticura Ointment when he was healed." (Signed) Mrs. B. G. Davis, 31, Croft's Buildings, Camp Lane, Sheffield, Eng.

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**NEGRO RIGHTS.
MR. HARDING FOR ECONOMIC EQUALITY.**

In a speech which he made at Birmingham (Alabama), recently, President Harding advocated the right of the American negro to broader political, economic, and educational advantages based on race pride but never on aspirations for social equality. He appealed to the nation to "lay aside old prejudices and old antagonisms" and give its support to a constructive racial relationship policy.

"Politically and economically," he continued, "there need be no occasion for great and prominent differentiation provided that on both sides there be recognition of absolute divergence in things social and racial." He added that he would let the black man vote where he was fit to do so and prohibit the white man from voting when he was unfit.

The speech was devoted almost exclusively to the race question.

The President contended that the world-war had brought with it a realization that the race question was not sectional, but national. The sudden migration of blacks northward and westward at that time, he said, made the people of those sections realize to some extent the difficulties of the communities inhabited largely by both races, while the people of the South came to realize their industrial dependence on black labour.

The President added that he went a step further in declaring that the whole world was confronted with the colour question. He then quoted approvingly from the article by Sir Frederick Lugard on the colour problem in the April number of the *Edinburgh Review*.

"When I suggest the possibility of economic equality between races I mean it in precisely the same way and to the same extent as I would mean it if I spoke of equality of economic opportunity between members of the same race. In such case I mean equality proportioned to the honest capacities and deserts of the individual. Men of both races may well stand uncompromisingly against every suggestion of social equality. Indeed, it would be helpful to have that word 'equality' eliminated from this consideration and to have a question of social equality, but a question of recognizing fundamentally eternal and inescapable differences."—*Editor.*

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China, located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty.—*Advvt.*

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

STRATTS & CALCUTTA ... **"LAISANG"** ... 3rd Jan. 3 p.m.
HANGKOW ... **"KONGSANG"** ... 6th Jan. 10 a.m.
SHANGHAI via SWATOW ... **"LOONGSANG"** ... 8th Jan. Noon
MANILA ... **"NANSANG"** ... 8th Jan. 3 p.m.
SHANGHAI via SWATOW ... **"LOONGSANG"** ... 8th Jan. 10 a.m.
SHANGHAI via HOIHOW ... **"LOONGSANG"** ... 10th Jan. 10 a.m.
SANDAKAN ... **"MAUSANG"** ... 10th Jan. Noon

CALCUTTA LINE—This Line, under regular sailings to Calcutta, Penang, Singapore, and Hongkong, and occasionally to Shanghai, all steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, between Haiphong and Hongkong, via Canton and Shanghai.

BOHRO LINE—Sailings to and from Sandakan by two 5000 ton steamers, "HINSANG" and "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Ubeho.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

"LAISANG" will be despatched on or about Thursday, 5th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—
Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

GLEN AND SHIRE

Joint Service of Steamers.
U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENADE"	2nd Jan.
M.V. "GLENAMOY"	31st Jan.
M.V. "GLENBARA"	15th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENNAVY"	28th Jan.	GENOA, LONDON, ROTTERDAM, & HAMBURG
M.V. "GLENLUCK"	8th Feb.	LONDON, ROTTERDAM, ANTWERP & HAMBURG
S.S. "GLENSHANE"	18th Feb.	GENOA, LONDON, ROTTERDAM & HAMBURG

Movements are subject to change without notice.
For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Agents.
Telephone No. 315 exts. 23 and 3036.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON for NEW YORK & BOSTON via Suez

a.s. "EGREMONT CASTLE" ... sailing on or about 15th Jan.
a.s. "DACE CASTLE" ... sailing on or about Beginning of Feb.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

FOR BRINDISI, VENICE & TRIESTE

a.s. "TRIESTE" ... sailing on or about 22nd Jan. 1932.
Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

a.s. "UMSINGA" ... sailing middle of Jan.
Sailing from Colombo to South African Ports—
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Agents.



KAWASAKI KISEN KAISAN

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUZAKI.
Managing Director: Mr. MATSUYAMA.

As Company has on hand a Large Number of

NEW CARGO STEAMER

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 8,100 tons each deadweight

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight

Two steamers of about 6,400 tons deadweight

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISAN

No. 3, Bowen, Road

ON SALE

BOUND VOLUMES of the HONGKONG DAILY PRESS, 1931

With Index, Price \$7.50

On sale at the Hongkong Daily Press

SHIPPING NEWS

ARRIVALS.

January 4th.
Dreyer, Norwegian str., from
 M. Hjorth, from
 Thorson & Co.
Haikang, British str., from
 J. S. T. ...
 a general cargo.
Hydra, ...
 4,814 tons, Capt.
 ...
 British str., 1,890 tons, from
 ...
 British str., 1,870 tons, Capt.
 J. Meathall, from Shanghai, with a
 general cargo.—B. & S.
Tijlajap, Dutch str., 2,740 tons, Capt.
 J. Y. Blankert, from Sourabaya and
 Macassar, with a general cargo.—
 J.C.F.L.

CLEARANCES.

January 4th.
Amoy Maru, for Keelung.
Formosa Maru, for Canton.
Glenahoe, for Shanghai.
Honai Maru, for Hoihow.
Jade, for Pakhoi.
King Sing, for Swatow.
Kwongkee, for Canton.
Kwongyang, for Canton.
Lake Farmingdale, for Haiphong.
Mukesan Maru, for Hainan Strait.
Peria Maru, for Daiqua.
Shingue, for Canton.
Taiwan Maru, for Swatow.
Takada, for Singapore.
Wah Hong, for K. C. Wan.
Yangtze Maru, for Swatow.

PASSENGERS.

ARRIVALS.
 Per s.s. *Huiching*, on January 4th:—
 Mr. Kayeram, Mr. J. E. Colas, Mr.
 Nemasio, Sister Donnain, Mr. and Mrs.
 Lee.

DEPARTURES.
 Per s.s. *Dongola*, on January 4th:—
 Mr. Warland, Mr. and Mrs. Huismann, Mrs.
 J. O'Neill, Mr. and Mrs. Everett, Mr.
 W. F. Cutter, Mr. G. Smith, Mr. and
 Mrs. Serrymour, Miss Drew, Mrs.
 Shirck, Mr. J. R. Burgh, Mr. G. H.
 Enderby, Mr. and Mrs. L. G. Council,
 Mr. and Mrs. A. P. Collins, B.A., Miss
 Eryatt, Miss Russell, Mr. J. W. Mc-
 Master, Mr. D. M. Clark, Mr. C. E.
 Lonsdale, Mr. Cornaby, Mr. Bauham,
 Mr. R. Keam, Mr. Noyles, Mr. S. D.
 Dickson, Mr. Flack, Capt. and Mrs.
 Nuan, Mr. and Mrs. Crobie, Mr. Hep-
 burn, Mr. D. W. Lupton, Mr. and Mrs.
 Aires, Miss Aires, Mr. and Mrs. J.
 Howe, Mr. Smith, Mr. Colquhoun,
 Brother Carrinan, Mr. W. H. Godfrey.

SHIPPING MOVEMENTS.

The s.s. *Eurylochus* (Blue Funnel line)
 left Mook on January 4th for Liverpool
 via Marseilles and Havre via Hongkong,
 and is due here on the 8th. She will sail,
 as above, on the 9th.

The s.s. *Keemun* (Blue Funnel line) left
 Singapore on January 4th for Hongkong,
 and is due here on 9th idem.

VESSELS EXPECTED.

Achilles (Blue Funnel line), due to-day.
Aki Maru (N.Y.K.), due January 10th.
Colefax (Blue Funnel), due Jan. 10th.
Empress of Japan, due January 13th.
Genoa Maru (N.Y.K.), due January 14th.
Glenahoe (Blue Funnel), due Jan. 31st.
Inaba Maru (N.Y.K.), due January 19th.
Japan (B.L.), due January 11th.
Keemun (Blue Funnel), due Jan. 10th.
Kilano Maru (N.Y.K.), due January 6th.
Lycan (Blue Funnel line), due to-day.
Mogebashi Maru (N.Y.K.), due Jan. 31st.
Nagano Maru (N.Y.K.), due Jan. 7th.
Nagoya (B. & O.), due January 17th.
Nile (China Mail), due January 6th.
Phemius (Blue Funnel), due Jan. 17th.
St. Albans (B. & A.), due January 16th.
Suwa Maru (N.Y.K.), due January 8th.
Thecus (Blue Funnel), due Jan. 24th.
Torilla (B.L.), due January 6th.
Tsuruga Maru (N.Y.K.), due Jan. 6th.

NOTES.

... will probably
 ... (French Indo China)
 ... will be invested in the
 ... will be from Saigon
 ... and Sydney. A limited num-
 ... will be carried by the
 ... which will be mainly cargo

According to a statement published in
 the *Deutsche Allgemeine Zeitung*, there
 were launched from German shipyards 55
 merchant vessels ranging from 2,500 to
 12,000 tons each, between January 1st and
 August 31st last. Among these were four
 large ships for the Stinnes Co.—namely,
 the *Blindenburg* and *Ludendorff*, each of
 12,000 tons, and the *Calypso* and
Oberon, of 3,000 tons each. Herr
 Stinnes, since his break with the Ham-
 burg-Amerika, has not been inactive. To
 his South American line he has added a
 service to Mexico and Cuba; and he in-
 tends to establish a service to the Far
 East, and he is suspected of wishing to
 secure an interest in the Norddeutscher
 Lloyd.

WEATHER REPORT.

January 4th, at 11.57. — Pressure is
 nearly stationary over the Philippines and
 Formosa. It has increased slightly in other
 districts.

The northern anticyclone is probably
 moving seaward, leaving a separate anticy-
 clone over China.
 Fresh monsoon may be expected along the
 S.E. coast of China and over the N. China Sea.
 Hongkong Rainfall for the 24 hours
 ending at 10 a.m. to-day, 0.00 inch. Total
 since January 1st, 0.80 inches, against an
 average of 0.10 inches.

The forecast for the 24 hours ending at
 noon to-day is as follows:—

Forecast.
 Hongkong to Gap Rock — N.E. winds,
 fresh; fair.
 Formosa Channel — N.E. winds,
 strong.
 South coast of China between the same as
 Hongkong and Lamook — No. 1.
 South coast of China between the same as
 Hongkong and Hainan — No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 4th.

	Previous Day	On Date	On Date
	at 1 p.m.	at 5 a.m.	at 3 p.m.
Barometer	30.13	30.17	30.14
Temperature	85	82	84
Humidity	75	65	75
Wind Direction	E.	E.	E.
Force	3	3	3
Weather	3	3	3
Rain	0.01	0.00	0.00

Highest open-air Temperature on 3rd ... 68
 Lowest open-air Temperature on 4th ... 59

HONGKONG TIDE TABLE.

From 5th to 11th January, 1922.

	Rise Water	Low Water
Day or Week	Time	Time
Thurs. 5	h. m. 0 23	h. m. 8 12
Fri. 6	h. m. 1 19	h. m. 7 18
Satur. 7	h. m. 2 23	h. m. 6 27
Sun. 8	h. m. 3 17	h. m. 5 33
Mon. 9	h. m. 4 11	h. m. 4 43
Tues. 10	h. m. 5 05	h. m. 3 53
Wed. 11	h. m. 6 00	h. m. 3 03

MARTIN'S
REPAIRS
MARTIN'S

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Mop), Kobe, Yokohama, Vancouver & Montreal.

From	Day	Month	Year	From	Day	Month	Year
E. Asia	Jan	5	23	Montcalm	Feb	1	Feb
Montcalm	Jan	17	Feb	10	Feb	17	Feb
E. Japan	Feb	3	Mar	1	Mar	10	Mar
E. Russia	Feb	23	Mar	13	Mar	28	Mar
E. Asia	Mar	23	Apr	10	Apr	22	Apr

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 752. Cable Address: CANPAC.

CHINA MAIL S.S. CO., LTD.
"NANKING" "NILE" "CHINA"
FAST FREIGHT AND PASSENGER STEAMERS.

Trans-Pacific Service
HONGKONG to SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 s.s. "NANKING" Feb. 20th at noon
 s.s. "CHINA" Jan. 16th

Java Service

HONGKONG TO
 SINGAPORE & BATAVIA
 S.S. "NILE"
 January 9th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada
 also
 Cargo accepted on Through Bills of Lading for transshipment at San
 Francisco to weekly sailings for principal Atlantic Ports.

O. T. SWANSON, GENERAL AGENT.
 PRINCE'S BUILDING, 1st Floor, Prince's Building.
 Tel. 1924. Telegrams: SWANSON. D.P. No. 3161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
 BETWEEN
JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMARANG, SOERABAYA, MACASSAR
 and BALIKPAPAN.

"MACASSAR MARU" sailing on or about 10th Jan.
 "SAMARANG MARU" sailing on or about 24th Jan.

For MOJI, KOBE, OSAKA and YOKOHAMA.

"BORNEO MARU" sailing on or about 13th Jan.
 "CHERIBON MARU" sailing on or about 1st Feb.

For further particulars please apply to—

K. SUZUKI, Manager,
 2nd Floor, Prince's Building,
 Tel. No. 2206.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER
 and China, Japan and Philippine Island Ports.

WEST JESTER sailing about 5th Jan.

Further sailings to be announced later. Through Bills of Lading issued to all
 Overland Common points in U.S. and Canada.
 For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY.
 (4th Floor, Prince's Building) Telephone 1082

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KWEILUNG, SHANGHAI, THE INI AND SEA, JAPAN & HONOLULU.

STAMPA	TONS	LEAVE HONGKONG
PERIA MARU	22,000	Jan. 5th
TAIYO MARU	22,000	Jan. 5th
SIBERIA MARU	22,000	Jan. 5th
TENYO MARU	22,000	Jan. 5th
KOREA MARU	22,000	Jan. 5th
SHIYO MARU	22,000	Jan. 5th

Calling at Daiqua and emitting sail at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA
 RUE, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.
 Through by TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STAMPA	TONS	LEAVE HONGKONG
GINYO MARU	15,000	Feb. 26th
ANYO MARU	15,000	Mar. 3rd
SEIYOMARU	14,000	May 15th

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, Manager,
 King's Building, Tel. No. 274 & 75

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger
 SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU
 AMERICAN STEAMERS
 For SAN FRANCISCO VIA SHANGHAI, KOBE ETO
 S.S. "HOOSIER STATE" ... Jan. 21st, Noon ... Feb. 13th.

SHANGHAI-CALCUTTA SERVICE

Freight Only
 FOR CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.
 S.S. "LAKE FARMINGDALE" ... Jan. 5th.
 S.S. "CADDOPPEAK" ... Jan. 13th.
 SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE,
 CALCUTTA & COLOMBO

Monthly Sailings.
 For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address: "SOLANO." Union Building, Hongkong

STRUTHERS & DIXON, Ltd.

Operating Far Eastern services for account of the
 UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO
 "West Chopaka" ... 26th Jan

* Also cargo accepted for Transshipment at San Francisco for
 weekly sailings to
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
 PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
 HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Road, Tel. 3008

N. Y. K.

NIPPON YUSEN KAISHA

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.)

VICTORIA, SEATTLE & VANCOUVER via Shanghai &
 Japan ports

*Through Bills of Lading issued to all Overland common Points in U.S. and Canada.

SUWA MARU (calling Manila) ... Saturday, 14th Jan., at 11 a.m.
 FURUKAWA MARU ... Wednesday, 8th Feb., at 11 a.m.
 KATORI MARU (Nagasaki direct) ... Saturday, 4th Mar., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang,
 Colombo, Suez and Port Said

YOSHINO MARU ... Tuesday, 17th Jan., at 11 a.m.
 MISHIMA MARU ... Tuesday, 24th Jan., at 11 a.m.
 SADO MARU ... Friday, 3rd Feb., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

LIMA MARU ... Thursday, 19th Jan.
 MATSUMOTO MARU ... Tuesday, 7th Feb.

LIVERPOOL via MARSEILLES.

MALACCA MARU ... Thursday, 9th Feb.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
 Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.
 KRI MARU ... Tuesday, 14th Feb., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.
 TAKEUCHI MARU ... End of Jan.

NEW YORK via Suez.
 TSUYAMA MARU ... Sunday, 8th Jan.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via OAPE.
 KANAGAWA MARU ... End of Mar.

BOMBAY via Singapore, Penang and Colombo.
 OALOUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Monday, 9th Jan.
 TATSUNO MARU ... Tuesday, 24th Jan.

NAGASAKI KOBE & YOKOHAMA.
 AKI MARU ... Wednesday, 11th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 TOSUO MARU (calling Kure) ... Friday, 6th Jan.
 KIRI MARU ... Sunday, 8th Jan., at 11 a.m.
 GENO MARU (omitting Shanghai) ... Sunday, 15th Jan.

For further information apply to— **NIPPON YUSEN KAISHA**
 Telephone Nos. 292 & 293 K. H. KAMEI, Manager

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" ... on or about 5th Jan.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 5th Jan.

For further particulars, please apply to—

S. MITAHAI, Agent,
 No. 37, Bonham Street, West,
 Tel. No. 155.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargoes carried on through Bills of Lading from HONGKONG to KENYA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FOR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF BOSTON"	30th Jan.	London, Rotterdam & Hamburg
S.S. "CITY OF MANCHESTER"	17th Feb.	Marseilles, London, R. & Hamburg
S.S. "CITY OF TOKIO"	24th Feb.	London, Rotterdam & Hamburg

PASSENGER SERVICE

S.S. "CITY OF MANCHESTER"	9th Feb.	Shanghai, Kobe, Yokohama
S.S. "CITY OF MANCHESTER"	17th Feb.	Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF SINGAPORE"	10th March	do.
S.S. "CITY OF CALCUTTA"	10th May	do.

Subject to change without notice.
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Egan & Co., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the—

"BLUE FUNNEL" LINE

JOHAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CANPA"	via Suez Canal	10th Jan. 1922
"CITY OF CAMBRIDGE"	via Suez Canal	30th Jan.
"CITY OF DURHAM"	via Suez Canal	30th Jan.
"KEEMUN"	via Suez Canal	10th Feb.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON, EDESS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DATE	SAILING DATE
CHANGHAI, KOREA & OKOHAMA	"CAP ARCONA" ... 15,000	On or about 10th Jan.
MARSHALLS via HAI PHONG, SAIGON, SINGAPORE, PERAK, COLOMBO, SUEZ & PORT SAID	"PORTHOS" ... 20,000	On or about 11th Jan.

For full particulars regarding sailings, etc., apply to—

H. BODENFUHRER,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Free in cabotage of Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

(AND RETURN)

(Overnight 9 to 10 Days)

"SAUHING"	Capt. J. E. Thomson	FRIDAY, Jan. 6th, at 12 Noon.
"HAILOONG"	Capt. W. Cooper	TUESDAY, Jan. 10th, at 12 Noon.
"HAIHONG"	Capt. W. C. Pasmore	FRIDAY, Jan. 13th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAPEAUX & CO.,
General Managers.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MANRIBUR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (approx)	Destination
"DILWARA"	5,200	14th Jan.	Singapore, Colombo & Bombay
"EGIPT"	7,241	18th Jan.	India, Malacca, Java, & Antip.
"KAHMIH"	5,241	1st Feb.	Marseilles, London & Antwerp
"NAGOTA"	5,254	15th Feb.	do.
"KASGAR"	5,252	14th Mar.	Singapore, Colombo & Bombay
"KHILAT"	5,700	1st Mar.	Marseilles, London & Antwerp
"KUTVA"	5,252	15th Mar.	do.
"DIVANHA"	5,252	23rd Mar.	do.
"NOYARA"	5,252	15th Apr.	do.
"KALYAN"	5,252	23rd Apr.	do.
"PLASSY"	7,241	10th May	do.
"DONGOLA"	5,200	23rd May	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	4th Jan. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	4,000	10th Jan.	Malta, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	6th Feb.	do.

SAILINGS TO SHANGHAI & JAPAN.

"TORILLA"	5,500	8th Jan.	Shanghai and Kobe.
"ST. ALBANS"	4,500	17th Jan.	Yokohama direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tickers Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Passenger Messing tables 24 ft. x 3 ft. x 1" will be provided in the Company's Office up to noon on the day previous to sailing.For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
23, Des Voeux Road Central, HONGKONG.
Agents.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

"ARGON MARI" (calling Marseilles) ... Tuesday, 17th Jan.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. (PASSENGER SERVICE)"CANADA MARI" ... Friday, 13th Jan.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE"JAVA MARI" ... Tuesday, 17th Jan.
"MALAYA MARI" ... Wednesday, 1st Feb.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARI" ... Friday, 20th Jan.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports."HAGUE MARI" ... Wednesday, 18th Jan.
NEW ORLEANS via SUEZ."HAMBURG MARI" ... Friday, 10th Mar.
JAPAN PORTS—Kobe & Yokohama via Shanghai."HIMALAYA MARI" ... Friday, 6th Jan.
Kobe & Yokohama via Shanghai.

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SHANGHAI	"ICHANG"	On 5th Jan.	Shanghai
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SWATOW & SINGAPORE	"KALGAN"	On 10th Jan.	Swatow
HONGKONG	"NINGPO"	On 12th Jan.	Hongkong
HAIPHONG	"LIANGCHOW"	On 14th Jan.	Haiphong
SHANGHAI & TIENTSIN	"CHERKANG"	On 16th Jan.	Shanghai
SWATOW & SINGAPORE	"CHERKANG"	On 18th Jan.	Swatow
HAIPHONG	"CHERKANG"	On 20th Jan.	Haiphong
SWATOW & SINGAPORE	"CHERKANG"	On 22nd Jan.	Swatow
HAIPHONG	"CHERKANG"	On 24th Jan.	Haiphong
SWATOW & SINGAPORE	"CHERKANG"	On 26th Jan.	Swatow
HAIPHONG	"CHERKANG"	On 28th Jan.	Haiphong
SWATOW & SINGAPORE	"CHERKANG"	On 30th Jan.	Swatow
HAIPHONG	"CHERKANG"	On 31st Jan.	Haiphong

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S.S. "WENARCO"	Seattle Jan. 20th	Feb. 18th
S.S. "BAT STATE"	Manila Jan. 24th	Feb. 22nd
S.S. "BAT STATE"	Seattle Feb. 6th	Feb. 24th

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and other JAVA PORTS

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